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States rediscover the passenger train

April 14, 1980

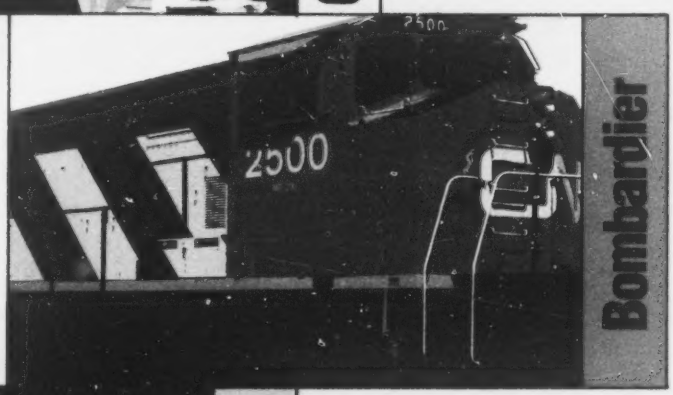
RAILWAY AGE

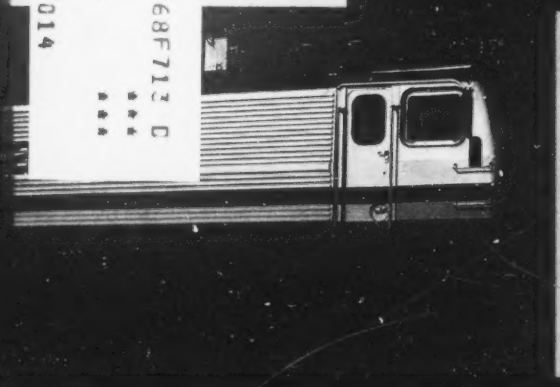
SECOND IN A SERIES

Railroad technology

The state of the art —and beyond

Motive power





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RAILWAY AGE

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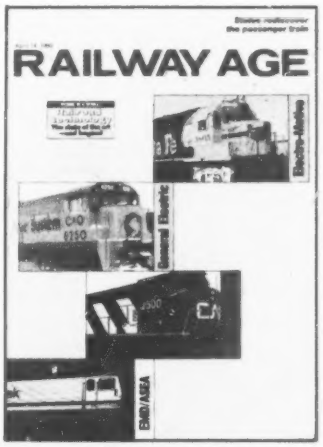
FEATURES



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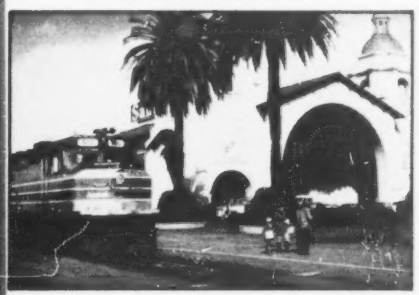

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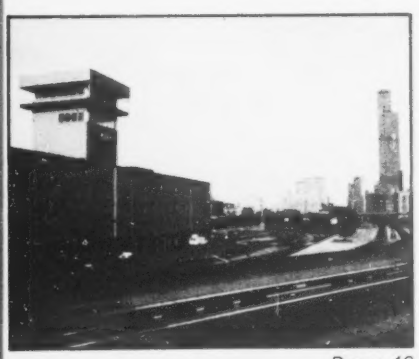

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Railroad technology—Motive power

16 Goal of the '80s: Fuel efficiency
Ten years ago it cost far more to maintain a diesel locomotive than to fuel it. Today the tables have been turned—and fuel efficiency is getting first priority as a new generation of power comes off the lines.

17 The great adhesion race
"The great horsepower race" is fast fading into history. One chief mechanical officer says: "Horsepower is what you use to burn extra fuel; reliable traction force is what you use to get the trains over the road." Each builder has an answer.

27 Milwaukee reexamines its options
ICC rejection of the Milwaukee II reorganization plan was a setback, but the railroad still sees "a reasonable chance for the trustee to create a viable midwestern regional carrier."

36 States rediscover the passenger train
With gas prices soaring and airline service faltering, states are beginning to press for more train service—but how they're going about it has Congress and some railroads worried.

46 Amtrak: The shop that came in from the cold
A four-track car shop that went into service in January is just one of many projects already paying off as a $43.6-million modernization of Chicago facilities nears completion.

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COVER: Photos show the EMD GP-40X (top); the GE B-30; Bombardier's M420, predecessor of the HRC; and the EMD/ASEA AEM-7.

Market

CARLOADINGS

Loadings of revenue freight in the week ended March 22 totaled 464,225 cars, according to the Association of American Railroads. This was a decrease of 14,016 cars, or 2.9%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended March 22 are estimated at 19.1 billion, an increase of 6.4% above the corresponding week of 1979.

REVENUE FREIGHT CARLOADINGS

Commodity	Mar. 22 week	Mar. 15 week
Grain	31,507	31,767
Farm products	3,729	3,786
Metallic ores	26,461	24,531
Coal	111,879	111,216
Crushed stone, gravel & sand	14,278	13,667
Nonmetallic minerals	15,175	14,269
Grain mill products	17,625	17,972
Food and kindred products	19,267	19,180
Primary forest products	20,047	20,141
Lumber & wood products (except furniture)	10,395	10,333
Pulp, paper & allied products	22,300	21,198
Chemicals & allied products	30,084	30,465
Petroleum products	6,109	6,323
Stone, clay & glass products	15,556	16,283
Coke	7,301	7,529
Metals & products	18,998	18,528
Motor vehicles & equipment	20,520	20,626
Waste & scrap materials	14,016	14,151
Forwarder & shipping assn. traffic	12,294	11,792
All other carloads	46,337	45,640
LCL traffic	347	256
Total cars loaded	**464,225**	**459,663**
Cumulative total,	**1980**	**1979**
12 weeks	**5,279,008**	**5,030,563**
Estimated revenue ton-miles (billions) 12 weeks	**209.5**	**189.3**

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended March 15 totaled 35,210 cars (9.4% below the corresponding 1979 week) and 63,869 trailers or containers (down 8.2% from 1979). Cumulative volume for the first 11 weeks of 1980 is 367,927 cars (down 0.2% from 1979) and 666,362 trailers or containers (up 1.9% from 1979).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended Feb. 29 totaled 5.7 million tons (up 28.8% from 1979). Cars loaded totaled 86,219 (up 24% from 1979). Cumulative loadings for 1979 were up to 38.9 million tons (up 9.5% from 1979).

● *Amtrak*.—Awarded contracts to Morrison-Knudsen, Inc., and Railway Services Corp. (a subsidiary of Auto-Train) to overhaul and refurbish up to 175 passenger cars. Morrison-Knudsen will overhaul 50 cars, with an option on up to 75 more, at its Boise, Ida., shops, for a total price of $10 million. Railway Services Corp. will refurbish 25 in Sanford, Fla., with an option on up to 25 more, for a total price of $4 million. While Amtrak's best steam-heated cars are being converted to head-end electrical power at Amtrak's Beech Grove facility, these 175 cars will be given two to three years of extended life through the refurbishing program.

● *BRAE Corp.*—Has formed an arrangement with Ford Motor Credit Co. under which the two companies will own and lease a $47-million fleet of freight cars, principally covered hoppers. Ford Credit will have an 85% ownership interest and BRAE 15%. BRAE will both market and manage the cars.

● *Chicago & North Western*.—Is leasing approximately 4,100 Rock Island freight cars, at an annual rental estimated at $13 million, for use on Rock Island lines that C&NW began operating April 1.

● *CN Rail*.—Will spend $8 million to build a new car repair shop and upgrade the locomotive facility at its Neebing Yard, Thunder Bay, Ont. Work is to begin this spring and is scheduled for completion by the end of 1981.

● *Federal Railroad Administration*.Ordered a Honeywell Level 66 large-scale general purpose computer system valued at $1.1 million for use in train-efficiency studies.

● *National Railways of Mexico*.—Plans to acquire 60 to 100 locomotives or locomotive components sets a year over the next 10 years from General Electric. The completed locomotives will be built at Erie, Pa. The component sets will be assembled, painted and tested at the railroad's shops at Aguascalientes (see story, p. 11).

● *New York Metropolitan Transportation Authority*.—Will electrify the Upper Harlem Line between North White Plains, N.Y., and Brewster, 28 miles, at a cost of approximately $50 million. Major expenditures will include $24 million for nine electrical substations, $19 million for installation of third rail, and $6 million for signals and communication equipment. The project will be financed with $20 million in transportation bond issue funds and $30 million in federal funds.